

Current work in the Hub

Work continues reviewing the following raising the bar guidance documents:

- B9 Service avoidance
- B10 Communication of risk
- B11 Influencing driver behaviour
- B12 Occupational health

We welcome any constructive feedback so if you wish to get involved please send your comments to DeliveryHubInbox@highways.gsi.gov.uk

Current raising the bar guidance documents are available on the Highways Agency website:

<http://www.highways.gov.uk/our-road-network/safety/major-projects-delivery-hub-health-safety-action-group/>

Highways Agency alerts:

No new alerts were issued this month. Previous safety alerts can be found here

<http://www.highways.gov.uk/our-road-network/safety/highways-agency-safety-alerts/>



The Highways Agency held its health, safety and wellbeing week 20 to 26 October. During the week delivery partners visited each office to discuss how they manage occupational health and wellbeing on their sites and promote the suite of raising the bar standards.

The Bedford office used a Macmillan coffee morning approach to encourage health and wellbeing

Road to Health attended the event with over 30 people arranging cardiovascular health checks. They also held workshops for staff on maintaining a work/life balance and managing stress. The Civil Service

Sports Council promoted sports activities and healthy eating.

The Health and Safety Laboratory also had a stall explaining workplace health monitoring and demonstrating measurement equipment. Noise meters, asbestos samples and the forthcoming standardised footwear rating were popular topics for discussion.

Staff could also play with safe deal cards, with managers commenting that they would be a fun way to keep the focus on safety during the week.

See www.hsl.gov.uk/hsl.shop for further information.



Above: The atrium at Bedford during the health, safety and wellbeing event

We have moved

Please be aware that the Highways Agency's web pages have moved to gov.uk.

Documents such as raising the bar guidance and these monthly briefings can be found following the link below

<https://www.gov.uk/transport/motorways-major-roads>

Congratulations

On Thursday 2 October 2014, the project team on the M1 junctions 39 to 42 smart motorways project became category winners in Excellence in road safety, traffic management and enforcement at the National Transport Awards for their ten steps towards zero exposure strategy.



This strategy sets out to eliminate the need for workers to be on the live carriageway significantly working towards the Highways Agency's goal of eliminating the need for workers to be on the live carriageway by 2016.

This award follows similar success

at the Highways Agency supply chain health and safety recognition, CIHT National Awards and the Yorkshire and Humber Constructing Excellence health and safety award.

Congratulations to all involved.

The Agency has scooped half of the main prizes at this year's Association for Project Safety (APS) National Construction, Design and Management (CDM) Awards.

The APS National CDM awards are open to everyone who works in construction and are judged by leading industry figures and the Health and Safety Executive.

Two of our schemes were recognised; with the A453 taking home the plaudits in two of the four main categories:

A453 widening scheme

(Laing O'Rourke, White Young Green, URS, Parsons Brinckerhoff and Mouchel)

- Engineering project of the year
- Regional health and safety award
- CDM innovation award

M6 junctions 5 to 8 smart motorway

(BB3MM)

- CDM coordinator of the year – Highly Commended

New wash-out system for mixer trucks

Lafarge Tarmac have become the first company in the sector to specify an innovative, integrated wash-out system as standard on all their new ready-mixed concrete trucks – helping to boost resource efficiency, minimize waste improve road safety and site cleanliness.

The spill stopper wash-out system is integrated into the truck's design, helping to prevent any waste that develops from the chute of a concrete mixer in transit from escaping on to roads. According to Lafarge Tarmac, the trucks are washed out anywhere, at any time, contributing to quicker turnaround of the vehicle. It works by separating solids from waste water and containing the materials within an enclosed system. Hauliers are able to wash out and transport waste water and excess concrete

safely back to depot to be processed, recycled and re-used.

The wash-out system has already been fitted on to the company's latest order of 30 new mixers, and will be specified as standard on all new mixers going forward. The fit-out of the system across the company's entire 350 strong concrete mixer fleet will take six years to complete. In addition, Lafarge Tarmac are exploring a range of alternative retrofit measures to manage and prevent spillage from their existing fleet, such as concrete socks and stoppers that help collect any spillage.

The unique spill stopper system is part of Lafarge Tarmac's ongoing commitment to improving safety and to managing finite resources such as water, cement and aggregates in an efficient way. The company has set a target to reduce water

consumption per unit of production by 25 per cent by 2020 and it is focused on reducing waste from every stage of the product life cycle.

Plan change to reduce risk'

An incident occurred on one of our sites in October when two men were off loading a Highways Agency communications, free issue 600 cabinet, when one of the guys stumbled slightly causing him to hurt his back. The event thankfully didn't result in a serious injury but initial investigations indicate the weight of the latest issue of cabinets has been significantly increased.

Typically these 600 cabinets have been fabricated with aluminium cases and the MX drawing indicates a weight of 61Kg. Handling these cabinets has traditionally been dealt with across most of the

communications sector as a two man tandem lift. However, it appears the new 600 cabinet now actually weighs in at 91Kg.

We don't yet fully understand why the expected weight has increased by 50% but the main issue is this change wasn't communicated, meaning that the working practices were not updated to reflect this change.

Change is one of the most frequent underlying causes of all our incidents and identifying when things change needs to be managed better.

As an example, the clocks went back this month meaning we will experience darker nights and colder, wetter mornings so sites need to ensure they review their paperwork to take account of this change and make sure their controls reflect the coming wintery conditions.

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